

**M. Gains**  
HOTEL MANSIONS.  
SPECIAL SHOW  
Monday, Jan. 20, 1908.  
HATS, TOQUES AND  
BLOUSES,  
FOR THE RACES.

# The China Mail.

ESTABLISHED 1845

No. 13,979.

號九廿月正年八零百九千一英

HONGKONG, WEDNESDAY, JANUARY 29, 1908

日六廿月二十年未丁

PRICE, \$3.00 Per Month.

**M. Gains**  
No. 12, ROBINSON RD.,  
KOWLOON.  
MILLINERY  
Hats, Toques & Blouses  
LARGEST ASSORTMENT IN THE  
COLONY.

## Intimations.

**THORNE'S**  
OLD VAT

\$15  
PER  
CASE



Assupplied  
to the  
House of  
Commons

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD SINCE 1841

**SCOTCH WHISKY.**

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA  
**A. S. WATSON & Co., Ltd.**

Hongkong, May 1, 1907.

CHINESE NEW YEAR HOLIDAY

IN accordance with Government Notifi-  
cation No. 41 the EXCHANGE BANKS  
will be CLOSED for the Transac-  
tion of Public Business on MONDAY  
proximo.

Hongkong, January 28, 1908.

## NOTICE.

BY kind permission of Lieut. Col. N. S.  
RITCHIE and Officers 2nd (Queen's  
Own) Cameron Highlanders, the band of  
the Regiment will play selections at the  
ORIENTAL HOTEL, 2, Queen's Road  
Central, during Dinner on MONDAY next,  
the 3rd February.

C. FRERICH, Manager.

Hongkong, January 28, 1908.

## NOTICE.

INSP. F. ALLEN will not sign himself  
responsible for any Debts incurred by  
his wife, AUGUSTA ALLEN, from or  
hereafter this date.

F. ALLEN.

14, Queen's Rd. Central, Top Floor.  
Hongkong, January 28, 1908.

## NOTICE.

C. KWONG WO of 28, Pottinger Street  
Central, Hongkong, having accepted  
the Tenancy of the Canton of H.M.S.  
KENT, NOTICE IS HEREBY GIVEN  
to all Tradesmen and others concerned that  
the Commanding Officer and Ship's Com-  
pany of H.M.S. KENT do not hold them-  
selves responsible for any Debts contracted  
by the said C. KWONG WO.

GERALD C. A. MARASCAUX,  
Captain,  
H.M.S. Kent.

Hongkong, January 28, 1908.

## NOTICE.

THE Interest and Responsibility of Mr.  
HEINRICH CONSTANTIN  
EDUARD MEYER in our Firms ceased  
by mutual consent on the 31st December,  
1907.

MEYER & CO.

HONGKONG, SHANGHAI,  
HANKOW, CANTON, January 24, 1908.

## WANTED.

AN EUROPEAN OFFICE ASSIST-  
ANT, must be good Typist and with  
knowledge of Book-keeping. Apply by  
letter to

'ASBESTOS',  
Care of 'CHINA MAIL' Office.

Hongkong, January 28, 1908.

## SITUATION WANTED.

AN ENGLISH NURSE or NURSERY  
GOVERNESS now at Outport dis-  
engaged April of May, offers services on  
voyage home.

Apply to  
'M.',  
Care of 'CHINA MAIL' Office.

Hongkong, January 27, 1908.

## WANTED.

GOOD Second-hand MILLNERS' SAFE  
(5 feet opening).

Apply to  
'DEPOSIT',  
Care of 'CHINA MAIL' Office.

Hongkong, January 2, 1908.

## WANTED.

A POSITION in a Bank or Mercantile  
Firm, by a PORTUGUESE, Age 38,  
Efficient accountant, correspondent in  
English and typist; with thorough ex-  
perience of general office work. No objection  
to Coast Ports. Salary moderate.

Apply to  
'OLBERG',  
Care of 'CHINA MAIL' Office.

Hongkong, January 14, 1908.

**KWONG WOO.**

JEWELLER, DEALING IN SILK,  
&c., &c., &c.

at No. 18 QUEEN'S ROAD, CENTRAL.

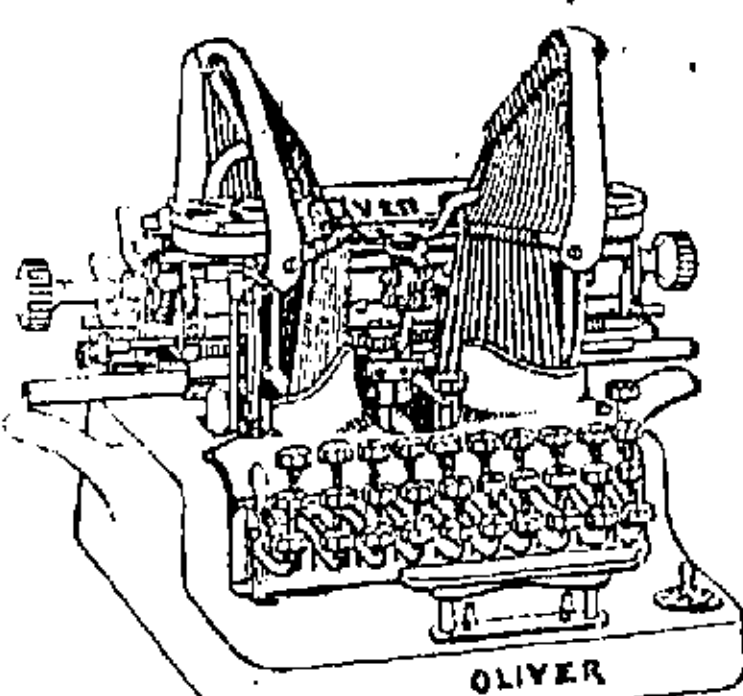
Wags to inform his Patrons and the  
General Public that owing to necessary  
extension of stock to meet increased busi-  
ness he will remove to his new and more  
spacious premises at No. 60 Queen's Road  
Central, 7 doors East of his present pre-  
mises on 4th January, 1908.

Hongkong, December 27, 1907.

## Business Notices.

**FOR SALE**  
ROCK BORING DRILL, 500 ft.

**W. S. Bailey & Co.,**  
ENGINEERS,  
20, CONNAUGHT ROAD CENTRAL.



December 12, 1907.

**OLIVER**  
STANDARD

VISIBLE TYPEWRITER.  
Clean, Simple, Quick, Durable.

HEAVY MANIFOLDER.

ROMBACH & CO.,

17A, QUEEN'S ROAD CENTRAL.

Sole Agents.

**CHAMPAGNE**

THE LEADING BRAND

**G. H. MUMM & CO.**

REIMS

BY SPECIAL APPOINTMENT TO

His Majesty the King of England

His Majesty the Emperor of Russia

**Shewan, Tomes & Co.**

GENERAL AGENTS

FOR

**HONG KONG, CANTON**

**& MACAO.**

Hongkong, January 27, 1908.

**HONGKONG BENEVOLENT**

**SOCIETY.**

THE ANNUAL MEETING of this So-  
ciety will be held in the CITY HALL  
on THURSDAY, January 30, at 5.30 p.m.  
All members are invited to be present.  
Hongkong, January 20, 1908.

118

**SCOTTISH MASONIC QUADRILLE**

**ASSOCIATION.**

A REGALIA DANCE will be held in  
the CITY HALL, on FRIDAY, the  
7th February. Dispensation to wear  
Regalia for English and Scotch Masons  
has been received from the District Grand  
Masters. No invitations to this Dance will  
be issued after the 5th day of February.  
A Launch will leave the Star Ferry  
Wharf at 2 A.M. to convey Kowloon re-  
sidents back.

JOHN J. BLAKE,

Hon. Secretary.

Hongkong, January 22, 1908.

**HONGKONG CLUB.**

NOTICE.

THE POST OF COMPRADORE to the  
above CLUB becomes VACANT on  
the 31st March, 1908. Applications to  
fill the same will be received by the Under-  
signed up to the 31st January, 1908.

C. H. GRACE,

Secretary,  
Hongkong Club.

Hongkong, January 8, 1908.

**HONGKONG CLUB.**

NOTICE.

APPLICATIONS will be received by the  
Undersigned up to the 29th February,  
1908, for the Post of ACTING SECRE-  
TARY to the Hongkong Club for Twelve Months  
from the 1st April, 1908 to the 1st April,  
1909, with the prospect of a permanent  
appointment as Secretary.  
Applicants should be unmarried as resi-  
dence on the Club Premises is essential.

By Order,

C. H. GRACE,

Secretary.

Hongkong, January 27, 1908.

**NOTICE TO SUBSCRIBERS.**

WE have this day REMOVED our  
establishments to No. 14 Des Voeux  
Road Central (opposite to Messrs Wm.  
Powell, Ltd.)

CAMPBELL, MOORE & Co., Ltd.,

14 Des Voeux Road Central.

Hongkong, December 30, 1907.

**WEST RIVER TRIPS FROM**

**HONGKONG.**

Round Trip 8 Days.

Comfortable Steamers—Delightful Climate.

THE most interesting and picturesque

scenery in South China.

For further information, apply to

BUTTERFIELD & SWIRE,

Agents, West River British S.S. Co.,

Hongkong, October 25, 1907.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD

QUARTER OFFICE, VICTORIA BARRACKS,

until 12 o'clock Noon, on WEDNESDAY,

the 12th of February, 1908, for the under-

mentioned Supplies and Services for the

period of 12 months from 1st April, 1908:—

1. MEAT.

2. HOSPITAL SUPPLIES and MEDICAL

COMFORTS.

3. GENERAL SUPPLIES and PROVISIONS.

4. OIL, WICK and BARRACK SUPPLIES.

5. COAL, CORK, WOOD and CHARCOAL.

6. BARRACK SERVICES and SCAVENGING.

7. WASHING.

8. TRANSPORT SERVICES (Supplies of

Launchees, Junks, Coolies, etc.)

9. FORAGE.

Forms of Tender and any particulars can

be obtained on application to this Office,

personally or by letter, addressed to the

Officer Commanding, Army Service Corps,

between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up,

signed and dated, and no Tender will be

noticed unless delivered upon the proper

form at the Head Quarter Office by 12 Noon

on the above date, in a Closed Envelope

marked "Tender" on the outside.

The right to reject any or all Tenders is

reserved.

HEAD QUARTER OFFICE,

VICTORIA BARRACKS,

Hongkong.

Hongkong, January 28, 1908.

160

**M. C. C. TURKISH CIGARETTES.**

THE BEST ON THE MARKET.

SOLE AGENTS FOR SOUTH CHINA AND THE

STRAITS SETTLEMENTS.

A. KOTAS & CO.,

NEW TRAVELLER'S HOTEL.

Hongkong, January 24, 1908.

128

**THE CARLTON HOTEL.**

Most Centrally Situated—Elegantly Furnished.

VERY COMFORTABLE RESIDENCE

FOR PERMANENT BOARDERS AND TOURISTS.

FIRST CLASS TABLE. TERMS VERY REASONABLE.

APPLY TO THE MANAGER.

**HUMPHREYS' ESTATE & FINANCE**

**CO., LTD.**

THE SHARE CERTIFICATE No. 4394

for Twenty-five Shares numbered

76561 to 76575 inclusive fully paid-up

standing in the Register in the name of

PEDRO NOLASCO DA SILVA of Macao,

having been LOST or destroyed, Notice is

hereby given that unless the said certificate

be produced at the Office of the Company,

Alexandra Buildings, Des Voeux Road

Central, Hongkong, on or before the 24th

February, 1908, a New Certificate for the

said Shares will be issued and the Old Cer-  
tificate will thereafter be held by the Com-  
pany as null and void.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, January 24, 1908.

131

## Business Notices.

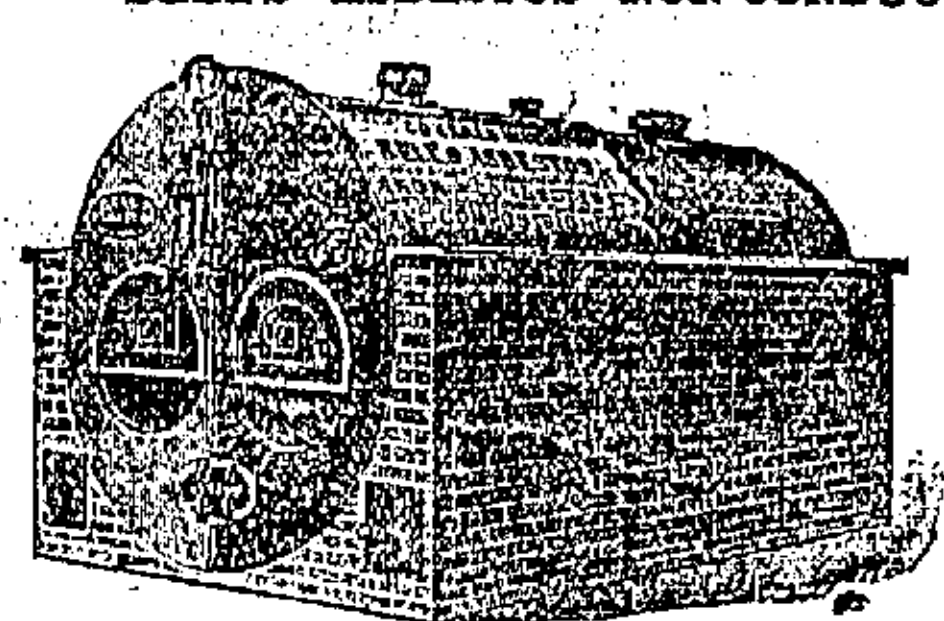
**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD

**LANE, CRAWFORD & CO.**

LADIES' DEPARTMENT

**STOCKTAKING SALE**

JANUARY 27th to 31st, INCLUSIVE.

THE WHOLE STOCK IN THIS DEPARTMENT

WILL BE OFFERED AT THE

**VERY LOWEST PRICES**

TO CLEAR.

**LANE, CRAWFORD & CO.**

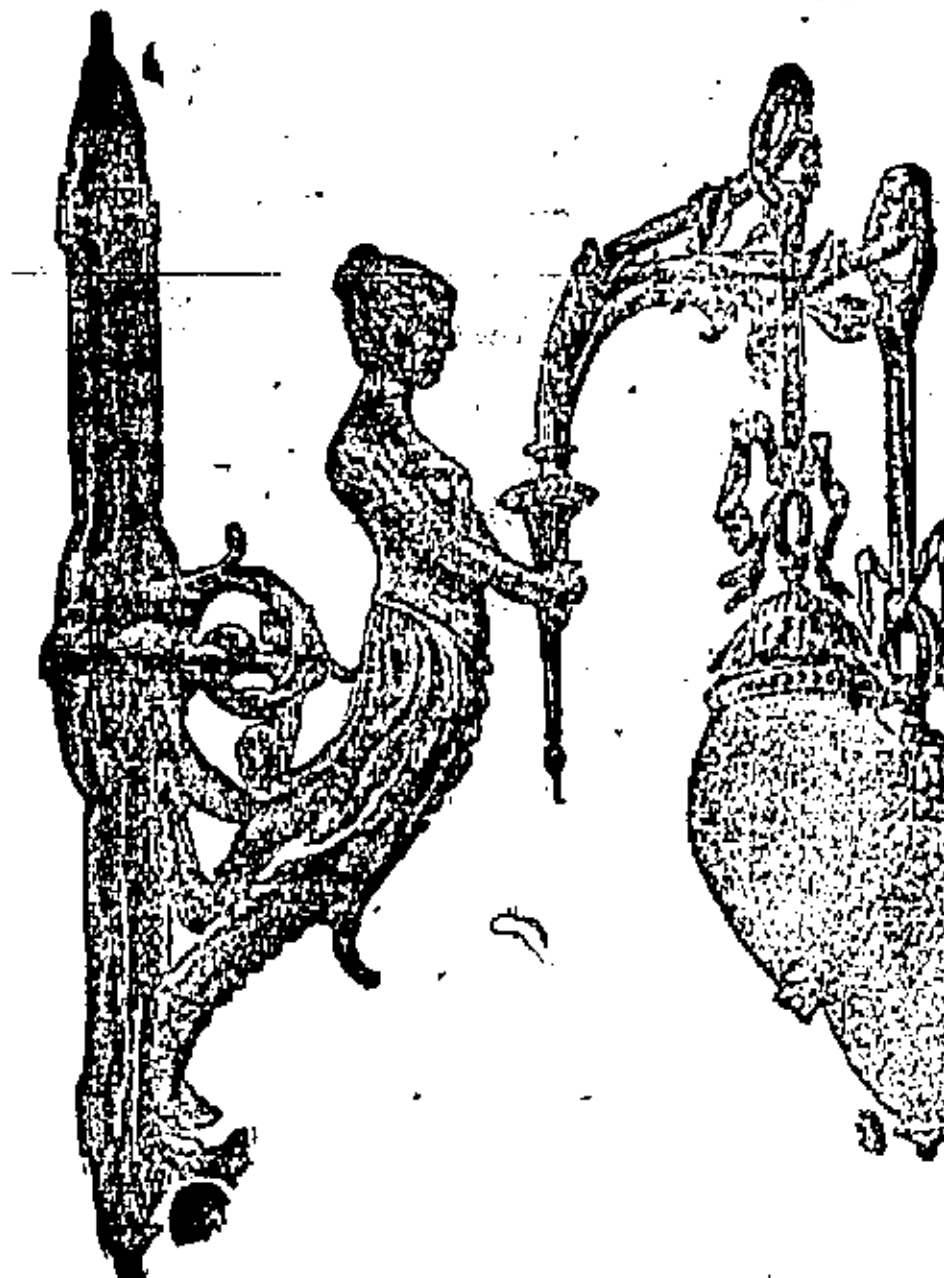
TELEPHONE, 97.

**WILKS & JACK, LD.**

ELECTRICAL, MECHANICAL AND GAS ENGINEERS

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.



MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR' MANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONES 358 & 384.

163

Hongkong, September 3, 1907.

**PHOTO SUPPLY STORE.**

MEE CHEUNG & CO., beg to announce they have OPENED A NEW PHOTO  
SUPPLY STORE at BEACONSFIELD ARCADE, opposite the City Hall, owing to the  
demolition of the building the Company's Store in the Hongkong Hotel corridor is closed.  
All Kind of Photographic Goods, and views of the Colony are on Sale. Developing  
and Printing undertaken at reasonable terms for Amateurs.

**MEE CHEUNG,**

102 HOUSE ROAD AND BEACONSFIELD ARCADE.

Hongkong, April 2, 1907.

**ORIENTAL HOTEL**

No. 2, Queen's Road Central.

Mrs M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and

Billiard Rooms. Monthly Rates for Fifth and Dinner.

TELEGRAPHIC ADDRESS "COMFORT," HONGKONG.

For particulars, apply to

C. FRERICH, Manager.

Hongkong, September 24, 1907.

164

## Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 850 lbs. net, \$3.00 per Bag, ex Factory.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**Race Season, 1908.**

**FAIRALL & CO.**

7 and 9, Pedder Street

ARE SHOWING ON MONDAY, JANUARY 20th

**NEW GOODS**

Suitable for the Race Season

Comprising:—NEW MILLINERY, DRESS MATERIALS,  
in Cloths, Fancy and Plain Goods, Gloves, Hosiery,  
Shoes, etc.

**THE SINCERE CO.**

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG

**UNIVERSAL PROVIDERS.**

TAILORS, HATTERS & MERCERS.



**To Let.**

**SOLD IN BOTTLES EVERYWHERE.**







## Toilet Sets,

## Dinner Sets

AND

## Tea Sets.

IN

ARTISTIC

DESIGNS.

## SEE WINDOWS

## Powell's.

ALEXANDRA

BUILDINGS.

## Hotels.

## CLARENCE HOUSE.

33, 34 & 35, NORTH SOOCHOW ROAD, SHANGHAI.  
 FIRST-Class Boarding House.  
 Room for one per day, \$5.00.  
 Room for two per day, \$8.00.  
 Monthly Rates: Single, \$100 & \$110.  
 Two in a Room, \$50 extra.  
 Hongkong, November 2, 1907. 1754

## BELLE VIEW HOTEL

SHAUKWAN ROAD.

Pleasant Drive along the Sea Front, either by Tram or Ricksha.

FIRST-CLASS ACCOMMODATION AT MODERATE RATES.

Under European Management.

MACHADO'S FAMOUS STRING BAND will be in attendance.

EVERY SUNDAY EVENING, from 4.30 to 8.30 p.m.

Dancing will be held every SATURDAY EVENING from 7.30 p.m. to 11.30 p.m.

Telephone No. 393.

## VICTORIA HOTEL,

TELEGRAMS, VICTORIA, SHANGHAI.  
 SHANGHAI, CANTON,  
 ON THE BARTON CONDESNOR.  
 B. HAYNES, Manager.

## MACAO HOTEL.

TELEGRAMS, FARMER, MACAO.  
 MACAO, CHINA.  
 In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under European Management.

Every Comfort and Convenience for Residents and Tourists.

Wu, FARMER, Proprietor.  
 Capt. T. AUSTIN, Manager.

## CARMICHAEL AND

OLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.  
 REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
 A. B. O. Code, 4th Edition.  
 A. I. Code.  
 Lieber Standard Code.  
 TELEPHONE 232.

THE COMMERCIAL LAW AFFECTION CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION IN BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the China Mail.

For Sale at the China Mail Office, at 6, Queen's Road Central.

## S. MOUTRIE &amp; Co., LIMITED.

## NEW SEASON'S MODELS

JUST ARRIVED.

## BABY GRANDS

and

## COTTAGE PIANOS

BY

BLUTHNER, RUD, IBACH

RACHELS, PLEYEL,

CHAPPELL, HOPKINSON,

and ROSENKRANZ, &amp;c.

## Inspection Invited.

SOLE AGENTS:

S. Moutrie &amp; Co., Ltd.,

York Building,

CHATER ROAD.

Hongkong, April 16, 1907.



A. S. WATSON

&amp; Co., Ltd.

THE

GREAT POPULARITY

OF

WATSON'S



VERY OLD LIQUEUR

## SCOTCH

## WHISKY

has been attained by its

CONSISTENT EXCELLENCE

OF QUALITY.

IT IS A

BLEND OF THE FINEST

## PURE MALT

## WHISKIES

OF

## GENUINE AGE

AND

## FINE MELLOW

## FLAVOUR.

PER DOZEN.....\$16.50.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA

BUILDINGS

Hongkong, November 30, 1907.

## MEMOS FOR TO-MORROW.

## Auction.

2.30 p.m.—Auction of Household Furniture, at No. 39, Morrison Hill Road.  
 Meetings.  
 4 p.m.—Meeting of China Association, Hongkong Branch at City Hall.  
 5.30 p.m.—Annual Meeting of Hongkong Benevolent Society at City Hall.

## General Memoranda.

FRIDAY, January 31:—  
 Noon—Meeting of Humphreys' Estate & Finance Co., Ltd., at Co.'s Registered Office.

MONDAY, February 2:—  
 Exchange Bank Closed.  
 Register of Shares of the Hongkong and Shanghai Banking Corporation close from this date to 15th February, inclusive.  
 Goods per Socotra not cleared at 4 p.m. on this date subject to rent.

TUESDAY, February 4:—  
 5.30 p.m.—Organ Recital in St. John's Cathedral.

FRIDAY, February 7:—  
 Regatta Dance at City Hall.

SATURDAY, February 15:—  
 Noon—Meeting of The Hongkong and Shanghai Banking Corporation, at the City Hall.

## NOTICE.

Letters relating to business should be addressed to THE MANAGER.  
 Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, for publication but evidence of good faith.

All letters for publication should be written on one side of the paper only.  
 No anonymous or signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of the "CHINA MAIL" should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Mail, Hongkong.  
 Telephone No. 22.

## The China Mail

HONGKONG, WEDNESDAY, JANUARY 23, 1903.

## ASIATICS IN AFRICA.

There is ground for thought in the messages sent by Reuter in reference to the difficulty in connection with the Asiatic Exclusion legislation in the Transvaal. If the report sent by the "Daily Telegraph" correspondent is correct a wondrous change has come over the spirit of the Government's dream. Only the other day we were told that, whatever the consequences, the Transvaal Government was determined to carry out its laws. Now it is reported that the obduracy of the Asiatics who are opposing a kind of passive resistance to the legislation directed against them, and their fellow countrymen is causing the Botha Administration to wonder whether they have, after all, taken the best means to effect their purpose. It is true that Mr. Smuts has denied the accuracy of the report sent by the "Daily Telegraph" representative at Pretoria but, without throwing any reflection upon Mr. Smuts' veracity, we might point out that in politics a man will often publish a denial with a mental reservation. The fact would seem to be that the Government did not foresee that the Asiatics would take such a determined stand. It may be also that the Home Government has become alarmed at the possible effect upon the Indian Empire of this openly discriminatory action against Indians in a British Colony. The trouble in the Transvaal is on a different footing to the difficulties elsewhere. The persons it is sought to exclude, or many of them, have made their homes in the Transvaal trusting that the fact that they were British subjects would ensure them equal rights with their white neighbours. It must be confessed that it seems rather a high-handed action on the part of the Transvaal Government to practically turn these men out of the country where, by their own industry, they have created interests. Still, high-handed or not, if such a step was beyond all doubt in the best interests of the majority of the population it would be justified. The

fact that the Transvaal Government is apparently weakening would seem to show that upon further consideration it has been realised that the object in view might have been achieved with less friction. In whatever manner the Transvaal difficulty is arranged the main problem is still unsolved. Sooner or later Great Britain will have to make a definite announcement in regard to the status of the non-white races which are British subjects. As things are these races are excluded altogether from Australia (except in the case of students, merchants and so forth) and South Africa and partially, at all events, from Canada. There is no reason to believe that these Colonies will alter their policy. It might be well, therefore, for the Imperial Government to let its non-white subjects understand that certain parts of the British Dominions are definitely closed to them. There still remain many parts of the world under British control to which the coloured British subject might repair. In the West Indies there is room for hundreds of thousands, and British Guiana and British Honduras are but sparsely populated. There are other great areas in Central Africa which might, if the necessity arose, be set apart for settlement by British Orientals. It must be admitted that there would be enormous difficulties in the way of partitioning the Empire between the white and coloured races but some solution will certainly have to be found soon of a problem which grows more dangerous daily. The task is one that will tax the ingenuity of statesmen to the utmost, but it would be easier to deal with them now than ten years hence. It is to be hoped that this is thoroughly realised by the Imperial Government.

Professor Giles, the distinguished Professor of Chinese at Cambridge, has written a long article in the last "Nineteenth Century and After" on the opium question in China, and on the drunkenness among the Chinese in the past. Professor Giles thinks, apparently, that we had better let the Chinese have their opium rather than take it from them, lest, like the nations of the west, they turn to alcohol. The efforts of the Anti-opium Society are treated with scant respect by Mr. Giles. He assumes that the human race must have stimulants of some sort, and therefore if the one is taken the other will be turned to. The Professor bases this contention on a long series of references to wine drinking in China in the past. He has collected together most of the references to wine and the joys of wine that are to be found in Chinese literature, and they are presented to the English reader. The article is more a detailed series of quotations from Chinese books, dealing with wine, than an article dealing with the opium question. Just now, of course, whatever may be the number of quotations possible from Chinese literature in respect of wine, the Chinese people as a whole are a temperate race.

The forthcoming meetings of the Legislative Council promise to be of some moment inasmuch as we understand that His Excellency the Governor will make a statement fully setting out the work done to date on the British section of the Kowloon-Canton railway, and in addition there will be introduced a measure to amend the Public Health and Building Ordinance. Whilst this measure will not compass all that a section of the public desires so far as the sanitary control in the Colony is concerned, it will, we understand, open the way for a better working of the department, and His Excellency will no doubt take the public into his confidence and announce the policy of the Government, as far as possible, in connection with future efforts to adopt such of those recommendations of the Commission as are deemed to be workable and desirable, or make other changes that are calculated to bring about the desired results. The intention of the Governor to speak on the matters that are nearest the public heart will be gladly welcomed by the community as a change in the old policy of oyster-like silence, and we sincerely hope that it will be the death knell of that unnecessary secrecy with which officials have in the past been wont to wrap everything concerning Governmental enterprise, whether justification existed for mystery or not.

The greater information that is—within limits—accorded the public the better for the smooth working of those things that are promoted ostensibly for the Colony's good and for the promotion of the co-operation that should exist between the Colony's officials and its citizens. If His Excellency the Governor can promote this union alone he will have done something for which Hongkong will for ever be grateful.

## LOCAL AND COAST NEWS.

On account of Chinese New Year the CHINA MAIL will not be published next Monday.

Mr. M. S. Flora left port to-day for Mrs. Bay for practice.

The German cruiser Arcona left yesterday afternoon for Amoy.

The Mitsui Bussan Kaisha send us two handsome Chinese calendars for 1903.

The Peking Government has decided to send General Feng Kuo-chang to take command of the forces to police the West River.

On the occasion of the Chinese New Year, Monday, the 3rd proximo, will be observed as a holiday by the troops in Garrison.

The General Officer Commanding will inspect the 2nd Battalion Queen's Own Cameron Highlanders on Friday, 31st instant.

There has been very little done in exchange business on the Rialto during the past week, the steadiness of the market causing a cessation.

The Hongkong and Shanghai Bank meeting will be held on February 15. The share register will be closed from February 3 to 15 inclusive.

Mr. W. J. Gresson, of Messrs. Jardine, Matheson and Co., was married to-day at Colerham. The Jockey Club sent him a congratulatory telegram.

The Douglas steamer Haiching (Capt. Hodgins) came in this morning from Coast ports, and brought several European passengers, and 38 Chinese. Dull and overcast weather was met with on the way down.

Musketry field firing will be carried out by the 12th D.C.O. Baluchis on Tuesday, 4th February, from Kowloon towards Beacon Hill, from 10 a.m. to 3 p.m.

The Cheongchow from Penang and Malacca arrived with 347 Chinese passengers on board. Already 200 are booked to leave by the Haiching. On the Montague 104 go north, and 200 will go, on the Cheongchow.

The China Navigation Company's steamer Chingta, on her way to Australia, arrived yesterday evening from Japan. She was dry-docked during her stay in Yokohama. On her way down she had fine bit cloudy weather, and a moderate North Easterly was experienced throughout.

This significant item is from a Tientsin exchange: All the events of 1902, with a full account of the flight of Their Majesties into Siam, and all the doings of the allied forces, are to be compiled and circulated among the people by virtue of the Empress Dowager in order that they may not forget the sufferings of that time.

A Tokyo message to the "Mainichi" states that owing to the enticement of military and naval expenditure the construction of two battleships which were to have been laid down at the Yokosuka and Kure Dockyards this year has been postponed. Work on them may be commenced next year.

It is reported that in return for the concessions made to the Norddeutscher Lloyd S. S. Company with regard to this Bangkok service, the N. Y. K. has obtained some special privileges in regard to the services between Japan and Shanghai, and Shanghai and Hongkong. The Kaisha will consequently open a new service to connect with the German steamers on the Bangkok route.

The size of warships has been steadily growing for many years, though they are still not large compared with passenger steamships. The tonnage of warships is reckoned by their displacement, and the largest afloat is not 20,000 tons, whereas the carrying capacity of the Great Eastern reached that figure. The displacement of the new German vessel, designed to beat the Lusitania, will be nearly equal to four Dreadnoughts.

According to the Japanese papers, the amount to be lent to Korea by the Japanese Government is ¥19,682,623, divided into six instalments payable in the period 1907-12. The sum to be lent in the coming fiscal year is ¥5,260,680. The term for the repayment of the loan is indefinite, but, under the guidance of the Residency General, the Korean Government is making efforts to improve the taxation collection system and to develop various industries with a view to repayment of the debt as soon as possible.

## HONGKONG'S TRAMWAYS.

## Sir Clifton Robinson Complimentary.

Sir Clifton Robinson, the tramway expert, who has been sojourning in the Colony for a few days, in the course of a tour round the world, left by the German mail to-day for Colombo, en route for Egypt and home. During his stay here Sir Clifton naturally took a great interest in our tramway services, and in the industrial development of the Colony, and visited Canton as well. Having traversed the whole of the electrical tramway system here Sir Clifton was able to pay high compliments to Mr. Gray Scott, the Manager, and to the designers of the power house and the line. "Mr. Scott has," said Sir Clifton, "justified the high opinion formed of his abilities when he was appointed to the position by the excellence of the arrangements and the splendid condition of the permanent way, the running stock, and the general high standard of the working plant. The permanent way seems to have been admirably constructed and its maintenance, as well as that of the whole equipment, reflects the highest credit upon Mr. Scott as the responsible engineer. The power house has been, as I expected it would be, splendidly situated and designed, and installed with the best possible plant and machinery. The system seems to be adequate for present needs in the Colony—that is on the lower levels—and that it carries some nine or ten million passengers annually on its thirty cars and over nine or ten miles of line, is specially satisfactory and a happy augury for the future.

"With regard to the expansion of the system in other directions there is not much scope on the lower levels, owing to the geographical formation of Hongkong, but on the higher levels there is great opportunity in developing what is one of the best residential sites in the world. There is, indeed, scope for the employment of more than one—or two, as contemplated—high level tramways. I should think three or four. And in addition there is ample call for lines along the various levels.

"I have taken the opportunity to go to Kowloon, where I visited the Dock works, and I am greatly impressed with the future of the peninsula. Tramway lines to feed the coming railway should be a source of great convenience and profit and I am surprised that someone has not already taken hold of that idea. There are, I should say, great prospects."

During his trip to Canton heavy rain and water sports from horse trips tended to mar the pleasure of the trip, but Sir Clifton was able—even through the rain and falling water—to detect the vast industry that characterises the City of Rams and appraise the possibilities that exist for tramway services. What surprises Sir Clifton with regard to cities like Canton, Peking, and Osaka, in Japan, is that they are devoid of the latest aid to civilized utility and comfort, viz., tramways, but he feels that they will not be long in showing up in the streets of the cities mentioned.

During his trip in Japan Sir Clifton gained great admiration for the tenacity of purpose of the Japanese. He felt the spirit of inquiry abroad, and was particularly struck by the amount of information they desired in regard to all manner of engineering schemes.

## SOCIAL AND PERSONAL.

Siam papers announce the death, on Jan. 15, of the Hon. Edward Henry Strobel, General Adviser to His Siamese Majesty's Government. The deceased gentleman was 53 years old. After a distinguished career in the diplomatic service of the United States of America in 1903 he accepted the post he held at the time of his death.

A Tokyo message to the "Mainichi" confirms the recent report from Seoul to the effect that the Korean Emperor's father has decided to go to Tokyo in the near future. It is said that His Majesty's object is to show his respect for the Japanese Emperor and to see his son, the Korean Crown Prince. The Tokyo authorities concerned are said to be consulting as to the welcome to be accorded to the Imperial visitor.

Since the beginning of 1903 there have been large exports of rice on the part of Bangkok firms to Europe. The total amount of rice duty paid for the ten days ending January 13 amounted to Tes. 84,333.53. The month promises to be a good one for export, and several other large cargoes for Europe are pending.

In last year's China Station gun-layers' test, P.O. first-class Higgins, firing from the after turret, made ten hits in a minute with his gun out of ten shots fired, of these nine were bulls. This constitutes a record for turret-shooting; and since the vessel was steaming at over 12 knots and the range was from 1,350 to 1,500 yards it is highly creditable.

A note to the slender person is Imperial Draught Beer.—ADVT.

THE BEST IS ALWAYS CHEAPEST. "N" buying medicine, a few pence from each bottle is no inducement to the buyer. He wants that which is most effective, as it is cheapest in the end. This is why Chamberlain's Cough Remedy is so popular here. It is guaranteed to do all that is claimed for it and its cures of cough, colds and croup are always satisfactory. For sale by all chemists and druggists.

## BY TELEGRAPH.

## SHANGHAI WATCH CLUB.

## Manager Committed for Trial.

(From Our Correspondent.)

SHANGHAI, January 29.

Ivor Thomas, Manager of the Shanghai Watch Club, has been committed for trial at the Supreme Court, on a charge of conspiring with others to cheat and defraud and obtain money by false pretences.

## GALLANT RESCUE.

## Yachtsman Saves a Chinaman.

A gallant rescue was effected on Saturday afternoon in the harbour by Mr. J. W. Kew. Whilst out cruising with a party on the yacht Australian, one of the Chinese crew, who could not swim, fell overboard. Immediately the cry of "man overboard" was raised, and without waiting to divest himself of any clothes—as the yacht was travelling at a good speed at the time—Mr. Kew jumped into the sea and ultimately managed to seize the drowning man. The panic of the Chinaman, in addition to the weight of clothes, made the task of sustaining the Chinaman one of great difficulty, but fortunately Mr. Kew managed to obtain some assistance from an ear that was thrown over, and later was got safely on board with the rescued Chinaman. Mr. Kew's courageous act, at the risk of his own life, saved the life of the Chinaman.

## STUDY OF POLITICAL ECONOMY.

## Essential for China.

The British Consul-General at Canton, Mr. R. W. Mansfield, thinks that to a large extent the salvation of China is involved in a study of political economy. He took the opportunity on Saturday at the prize distribution in connection with the Henan College of the Ellis Kadoorie Chinese Schools Society of saying: "I have a very deep admiration for many of China's institutions and for her ancient literature, but there are many subjects which have so far been untouched by it. One of these is I believe the science of Political Economy. This is a science which as a result of the experience of many great observers and thinkers lays down certain unchangeable laws which cannot be without disaster to a state ignored by its rulers. It teaches among other valuable lessons that sound taxation should be based on the principle that the absolute necessities of life should be free to all and that everything that may be considered as a luxury will bear heavy taxation as it is paid for by the rich. Also that internal trade should be free and should be encouraged in every way as it tends to bring riches to the country and increases the prosperity and tax-paying powers of the nation. Again in selecting the direction of taxation it should always be borne in mind that the cheaper the cost of collection the more revenue comes to the Government and the less the tax payer has to pay. China which has of late years made great strides in reform is greatly in need of money, but has not as yet begun to deal with this most important part of reform and I hope that the pupils of this school may as they grow up become the pioneers in bringing to the front sound principles on the subject. I hope that as time goes on the principals and directors of this school may see their way to introducing an elementary course of Political Economy."

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—  
 On the 29th at 11.50 a.m.—The barometer has risen considerably in E. Japan, and fallen moderately over China.

Pressure is highest over N. China and the Yellow Sea. It is relatively low over Tongking.

Fresh to strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

## FORECAST DISTRICT.

1.—Hongkong and Neighbourhood N.E. to E. winds, strong; probably some rain.

2.—Formosa Channel: N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

WHAT is more welcome and practical than a cask of Imperial Draught Beer?—ADVT.

## WHY COLDS ARE DANGEROUS.

If you would be immune from disease, keep the system healthy. Each successive cold weakens the constitution and renders infectious diseases more liable. Chamberlain's Cough Remedy will cure your cold promptly and restore the system to its normal condition. For sale by all chemists and druggists.



## BY TELEGRAPH.

## MR. CHAMBERLAIN.

## Still Indisposed.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, January 28.

The Rt. Hon. J. Chamberlain will not attend Parliament during the coming session.

## THE ROUTE TO INDIA.

## Proposed Acceleration.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, January 28.

Baron Alois von Aehrenthal (Minister for Foreign Affairs in Austria-Hungary) in the annual statement to the foreign committee told the Hungarian delegation that he hoped shortly to effect a junction between the Austrian, Turkish and Greek Railways at Carian.

A through communication would then be established to Athens, thus providing the shortest route from Central Europe to Egypt and India.

## ASIATICS IN THE TRANSVAAL.

LONDON, January 27.

The "Daily Telegraph" states that the Johannesburg Government, realising the seriousness of the situation, has decided to reconsider the whole attitude towards Asiatics; to appoint a Supreme Court Judge to examine into the objections to the Registration Act; to devise a system which will not offend the susceptibilities of the Asiatics, and if necessary to make amendments to the Act next session.

In the meanwhile the Act will be in abeyance and prosecutions cease.

Reuter's Agency in Pretoria wires that Mr. Smuts declares there is no truth whatever in the "Telegraph's" statement, re Asiatics in the Transvaal.

## TURKEY AND PERSIA.

LONDON, January 27.

A Russian telegram from Tabriz states that Prince Firman Firman has evacuated Subbulak.

## GALE AT PORT SAID.

LONDON, January 27.

A gale has been raging at Port Said since Sunday and much damage has been done; the telegraphs are interrupted and the canal traffic suspended.

## "CLOWNS AT THE CIRCUS"

## Young China's Garb.

The tendency of the rising generation of Chinese to wear a polychrome costume neither Chinese nor foreign is repugnant to Mr. Lau Chu Pak. Speaking at the distribution of prizes at the Honan College, on which occasion he presided, Mr. Lau Chu Pak said, addressing the pupils:—My young friends, what I wished to speak to you about appears to have reached your ears before-hand. I do not see amongst you such evidence of the mixed style of dress as I did when I last came. But still I think it would be wholesome for you to hear what I have got to say on the subject. So long as you make yourselves look respectable and not ridiculous in school you are at liberty to adopt any style you like. But when you appear in clothing which is neither Chinese nor European you transform yourselves into such ridiculous figures as those who keep an eye on your welfare cannot but criticise. If you feel more comfortable or handier in any clothing other than Chinese, adopt it by all means but in its entirety and not in the semi-civilised habit so conspicuous amongst you until recently. When you still wear the queue and the long coat, if you put on a European workman's cap, put on a European coat I should say you look no better than the clowns at the circus. Such a get-up brings no credit to your parents or yourselves. To show the world that Young China is advancing is certainly not by adopting this peculiar change of dress.

READING is good, seeing is better, but drinking Imperial Draught Beer is best. Try it.—ADVT.

HOW DIPHTHERIA IS CONTRACTED. ONE often hears the expression, "My child caught a severe cold which developed into diphtheria," when the truth was that the cold had simply left the little one particularly susceptible to the wandering diphtheria germ. When Chamberlain's Cough Remedy is given it quickly cures the cold and lessens the danger of diphtheria or any other germ disease being contracted. For sale by all chemists and storekeepers.

## THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

## Ordinary General Meeting.

The eleventh ordinary general meeting of the China Provident Loan and Mortgage Company, Limited, was held at the offices of the General Managers, Messrs. Shaw, Tomes and Company, at 11.30 to-day. Mr. Robert Shaw was in the chair and there were also present: Messrs. H. P. White, Dr. J. W. Noble, J. S. Van Buren, Chow Hing Kee (Consulting Committee), J. M. E. Machado, G. C. C. Master, R. Hanceck, J. McCubbin, E. W. Tarry, Fung Wa Chuen, U. Poi On, U. Hing Sui, U. Poi Yan and J. A. Young (Secretary).

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen, the report and accounts for the year 1908 have been in your hands for some days, so, with your permission, we will take them as read on this occasion. You will have seen from them that we are able to pay our usual dividend of eight per cent. and add \$8,000 to the Reserve Fund, after writing off \$8,000 from our profits to meet depreciation of securities. This, I hope, you will agree with me is a very favourable result in a very unfavourable year for business throughout the Colony. As you know failures in Chinese commercial circles have been numerous and our business of making loans has required more than the usual amount of thoughtful consideration. Whether you choose to put it down to good luck or good management the fact remains that we have come off exceedingly well in the matter of bad debts in a year of heavy losses and unsatisfactory trade all round. Nor do any of the loans now in our books give us any particular anxiety. In regard to the accounts it is of course regrettable that we have to provide so much to cover shrinkage in value of our investments, but so you all know we are not singular in this respect, all stocks and shares having suffered from the prevailing depression and dropped to figures much below their normal value. Our holdings of Light and Power shares however show a profit at \$6, their average cost being about \$5, and in reference to these shares I would like to explain that we did not specially select them as an investment for our Reserve, but they came into our possession as the outcome of our transactions with that Company, which resulted very profitably for us. Having the shares thus in our hands we earmarked them to the Reserve Fund, but if we had had any choice in the matter we should have chosen a less speculative and more easily realisable stock for the purpose. However, we can make better use of the money in our ordinary business so we have now to call for notice from the Balance Sheet withdrawn the shares from the Reserve, and will dispose of them from time to time as quickly as possible. You will see that in accordance with the decision come to at the meeting of October 26 last we have purchased the property known as the Po On, or King Yik, Godowns for \$850,000 plus \$4,250 Court fees, legal expenses, etc. From all we have seen of the business so far we are quite well pleased with its prospects, and feel satisfied that we have made a very good bargain in your interests, for anyone who knows anything of the value of property in that district will tell you that the price paid is a very low one. To cover interest on the cost we have a steady income from storage, which we feel sure we can increase. I need not enlarge upon the advantage of now having the goods upon which we make advances in our own care in our own godowns. To provide for the purchase of this property the paid up capital of the Company was increased to \$1,250,000 in accordance with the resolution passed on October 26 last. There is only one other matter to which I think I may refer and that is the low market price of our shares. It is not a matter that comes within the jurisdiction of the General Managers, but my attention has been drawn to the point by shareholders who have asked me to give you my opinion at this meeting. All I can say is that I consider the shares are quoted at much below their real value. It is not as if our profits were problematical or our business a speculative one. All our advances are covered while in the case of Provident Loans the margin of security increases with every monthly payment. At the most the greatest risk you run is of an error in judgment on our part in advancing too much on the security offered. Although losses are to be expected in every business ours have been few and far between and very slight at that. I have no desire to boom the Company's shares for that is an operation that always results on the heads of Directors and Managers, nor can I pronounce an opinion as to the true market value for that depends on supply and demand, and we all know that the demand is poor just now, but if you will look at the figures you will see that intrinsically the shares are worth on a division of the assets at least \$11 each, and if you will remember that those assets are liquid or easily realisable, and not sunk in plant and machinery or unsaleable stock you must agree with me that ours is one of the soundest and safest stocks in the market, and should certainly be in better request.

There being no questions I beg to move the adoption of the report and accounts as presented.

Mr. Master—May I second that motion? And may I say on my own behalf that I have been with great pleasure to the chairman's address and I think shareholders must be pleased to hear his views as to the soundness of the Company. Personally I always wondered how it could come a

sunash except by extremely bad management and I would certainly not do Messrs. Shaw, Tomes and Company—and particularly Mr. Robert Shaw—the injustice of thinking they could not manage it.

Mr. Shaw—Thank you.

Mr. Master—I have always wondered why those shares have stood so low because, as Mr. Shaw says, we have not got our capital sunk in some particular business with large stocks and machinery which one day might become useless owing to improvements. I personally think this is a company in which the widow and orphan might put their money and feel fairly secure and I am very pleased Mr. Shaw has rather opened out in his remarks as it will give shareholders confidence, and I thoroughly believe all he says.

The report and accounts were then adopted.

Mr. Machado proposed the re-election of the Consulting Committee, with the addition of U. Poi On. Mr. Fung Wa Chuen seconded and the motion was carried.

Messrs. A. O. D. Gordon and W. H. Potts were re-elected auditors on the motion of Mr. McCubbin, seconded by Mr. Terry.

The Chairman—That is all the business Gentlemen; dividend warrants are now ready.

## SPORTING.

## Football.

The following will represent the Hongkong Club in their match against Shanghai on Monday next:—

Goal, Dr. F. H. Kew; backs, E. F. Aucott (capt.) and A. Hamilton; halves, J. Hall, A. Piercy and A. Gregory; forwards, W. H. Williams, R. R. Turner, O. Eager, L. J. Wishart and J. H. Mead.

## Training Notes.

To-day, Wednesday, saw the usual mid-week crowd at the course, and as the morning was fine and the Valley free from mist, watch holders had no difficulty in following the ponies. One old hand was greatly tickled, however, with what he called Archie's humor, and in consequence he and two other galls. The humorist promised to remain a mute spectator henceforth.

Some good times were put up, and Mr. Marshall's Nutmeg Tree, with Vida up, went the mile and a half in the remarkably good time of 3.50, the first quarter being 34. Seeing that it is this pony's first gallop, it is, by those who know, considered "can do," and without presuming to be an authority, chingers would do well to watch this pony's future performances.

Other two good gallops were Astral's mile and Spring Rose's mile. The best gallop of the morning, however, was the mile done by York Rose and Lancaster Rose; the time being 2.15, and the former won on the post.

It might just be as well to correct a mistake which appeared in my notes of yesterday with regard to the three-quarters run by Fleetfoot, Energy and Diligence. Fleetfoot, the former, was the winner, and not Diligence, the latter.

The following are the times taken:—Beaufort, half-mile, 35, 1.07. Astral, one mile, last three quarters, 37, 1.12, 1.43.

Coxcomb, one mile and a quarter, 37, 1.14, 1.49, 2.24, 2.56.

Sirkebeck and Regain, one mile and a quarter, last mile, 35, 1.12, 1.50, 2.24.

Homocoe, one mile, last three quarters, 36, 1.12, 1.44.

Black Prince Rose and Druceckberg, one mile, 33, 1.08, 1.43, 2.19.

Jubilee Rose, one mile and three quarters, 1.17, 1.54, 2.31, 3.06, 3.40, 4.13.

Sidley Roy, one mile and a half, last mile and quarter, 39, 1.17, 1.54, 2.30, 3.02.

Manchurian Chief, one mile, last three quarters, 1.13, 1.46.

Blue Nile, one mile, 37, 1.11, 1.45, 2.17.

Admiral, one mile, last three quarters, 37, 1.13, 1.47.

Renfrew, three quarters, last half, 33, 1.08.

Campbell Tree, one mile and a quarter, last mile, 35, 1.11, 1.46, 2.18.

Spring Rose, one mile, 36, 1.09, 1.44, 2.16.

Diamond, one mile, last three quarters, 37, 1.16, 1.51.

Sofrano Rose and Rainbow Rose, one mile, 37, 1.10, 1.43, 2.19.

Gunn Tree, one mile and a quarter, 39, 1.16, 1.53, 2.30, 3.01.

Silverlake, one mile, last half, 36, 1.08.

Kirkwood, one mile, full time 2.18.

Starlight, one mile, 37, 1.14, 1.51, 2.24.

Psyche Rose, Hayden and Mira, one mile, 1.13, 1.49, 2.25.

Dumbdrakes and Tillistudlen, one mile, 38, 1.13, 1.52, 2.27. The former won by over three lengths.

Nutmeg Tree, one mile and a half, 40, 1.17, 1.51, 2.27, 3.02, 3.36.

Sidley Dhu and Mistletoe, one mile and a quarter, full time 2.58.

Forster, one mile, last three quarters, 36, 1.10, 1.44.

York Rose (Rorie) and Lancaster Rose (Rustie), one mile, 34, 1.09, 1.42, 2.15.

Pine Tree, one mile, 34, 1.12, 1.51, 2.23.

## CHINA.

There is great difficulty in getting pure foods and genuine goods in the Orient. Drink Imperial Draught Beer and you are sure of one pure article.—ADVT.

## BEWARE OF PNEUMONIA.

If you have weak lungs, you have reason to fear pneumonia, and should keep at hand a bottle of Chamberlain's Cough Remedy. It counteracts any tendency of a cold to result in pneumonia. For sale by all chemists and storekeepers.

## THE YIKSANG WRECK.

## The Captain's Story.

The story of the wreck of the British steamer Yiksang was told this morning by Captain W. S. Thomas at the enquiry held at the Harbour Office before Commander Basil R. H. Taylor, R.N., Commander Marchant H. Penfold, H. M. Navy, Captain Pylus, s.s. Empress of India, Captain F. Jameson, s.s. Singun, and Captain A. E. Hodgins, s.s. Hatching.

Mr. C. D. Wilkinson appeared for Captain Thomas, and a letter was read in which the captain stated he had lost everything, even the log book.

After leaving Wakamatsu on January 10, said Captain Thomas, Oket was reached without mishap, the Yiksang travelling full speed—8.6 to 8.7 knots per hour. On the 14th speed was reduced to about 8½ knots, his object being to get into Hongkong early in the morning. The weather then was fairly clear, and so it continued while witness was on deck. At 11.50 p.m. the course was altered to S. 46 W., error 1 E., because he could not see the Chapple Island light and wished to give the Brothers a wide berth. He turned in shortly afterwards with a clear conscience, thinking he had about two hours ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the ebb tide







# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
**MARSEILLES & LONDON,**  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at Plymouth (London 1 day later)
PENINSULAR 5300	Feb. 8	MAEDONIA 10500	Mar. 7	Mar. 15
DEVANHA 5000	Feb. 22	BRITANNIA 7000	Mar. 21	Mar. 28
DELTA 5000	Mar. 7	MOULTAN 10000	Apr. 4	Apr. 11
MAEMORA 10500	Mar. 21	(through steamer calling at Bombay)	Apr. 18	Apr. 25
DELHI 5000	Apr. 4	MOLDAVIA 10000	May 2	May 9
MALTA 5000	Apr. 18	HIMALAYA 7000	May 16	May 23
DEVANHA 5000	May 2	MONGOLIA 10000	May 30	June 6
OCEANA 7000	May 16	INDIA 8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following  
INTERMEDIATE (NON-REGULAR) STEAMERS  
WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due at London
* PALAWAN 5000	Feb. 12	March 30
* NUBIA 5000	Feb. 26	April 13
* MANILA 5000	March 11	April 27
* BORNEO 5000	March 25	May 11
* NORA 5000	April 8	May 26
* JAPAN 5000	May 22	June 9
* SUMATRA 5000	June 5	July 20

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.  
\* Carry 1st and 2nd Saloon Passengers. \* Carry only First Saloon Passengers.  
For further particulars, Apply to  
**E. A. HEWETT,**  
Superintendent.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

STEAMERS	Leave HONGKONG	Leave TAMSAI	Leave AMOI
* DALIN MARU, Capt. I. SAKURAI	TAMSAI, Via SWATOW AND AMOI.	SUNDAY, 2nd Feb., at 10 a.m.	
* JOSEPH MARU, Capt. H. S. SMITH	TAMSAI, Via SWATOW AND AMOI.	SUNDAY, 9th Feb., at 9 a.m.	

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest. Unrivaled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

**T. ARIMA, Manager.**

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
KUMERIC	6232	Cowley	1908
* SHAWMUT	8608	E. V. Roberts	21st February
* TREMONT	8608	T. W. Garlick	21st March
* SOVERIG	6232	W. Shotton	9th April

\* Cargo only. \* Passenger accommodation.

CHEAP FARES! EXCELLENT ACCOMMODATION ATTENDANCE AND  
GUISINE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, apply to  
**Dodwell & Co., Limited,**  
GENERAL AGENTS.

QUEEN'S BUILDINGS.

GENERAL AGENTS.

# Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTES FRANÇAIS.  
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship **ERNEST SIMONS**, Captain GRAND, will be despatched for the above ports on or about MONDAY, the 3rd February.

J. MILLET, Agent.  
Hongkong, January 27, 1908.



FOR  
STRAIT, CRYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH  
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship **PENINSULAR**, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 8th February, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship **Macedonia** 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and for London and other ports, will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, January 25, 1908.

## Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER **SOOTRA**.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here on instructions are given to the contrary before 6 Hours.

Goods not cleared by the 3rd February, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, January 26, 1908.

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER **PENINSULAR**.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex s.s. Britannia and Banca.

From Penang Gulf, ex s.s. S. N. and E. and P. N. Co.'s steamers.

Optional goods will be landed here on instructions are given to the contrary before 6 Hours.

Goods not cleared by the 29th January, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, January 23, 1908.

## ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Advertisements and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11.30 a.m. New Advertisements should be sent to our Office at 8, Queen's Road Central before 9 p.m.

THE CHINA MAIL, LD.

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA?

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office, 8, Queen's Road Central.

Price ... 50 Cents

## THE CHINKIANG LANDSLIP.

A somewhat serious landslip occurred in Chinkiang on January 18, at 3.30 p.m. on Messrs Butterfield and Swire's "Bundling," says the "N. C. Daily News." It is stated that the land round this vicinity and in other places has been in a dangerous state for some time. On Saturday a piece of land 250 ft. in length dropped into the river so unexpectedly, that it carried with it thirty Chinese, and they were all drowned.

A huge pontoon was washed away from its moorings by the waves which came in after the landslip, and several boats that were passing at the time of the accident had a narrow escape.

It is feared by many that a more serious landslip may take place in the near future. There are landslips almost daily in Chinkiang on the opposite side of the river.

It will be remembered, that not many years ago, a disastrous landslip took place in Chinkiang when Ching Chong's premises, and two streets, with some three hundred Chinese all went into the river, and no trace could be found of them. When the depth of the slip was measured afterwards, it was found to be eighty fathoms.

## Dentistry.

**DR. HARRY FONG,**  
AMERICAN TRAINED DENTIST.

ELECTRICAL AND Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

TERMS VERY MODERATE  
Consultation Free.

## PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes  
7.30 a.m. to 8.30 a.m. Every 10 minutes  
8.30 a.m. to 11.00 a.m. Every 15 minutes  
11.30 a.m. to 12.45 p.m. Every 15 minutes  
12.45 p.m. to 1.15 p.m. Every 10 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 10 minutes  
2.15 p.m. to 3.00 p.m. Every 15 minutes  
3.30 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 8.00 p.m. Every 10 minutes

## SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes  
9.00 a.m. to 9.30 a.m. Every 30 minutes  
9.30 a.m. to 10.30 a.m. Every 15 minutes  
10.30 a.m. to 11.00 a.m. Every 10 minutes  
11.00 a.m. to 12.00 p.m. Every 15 minutes  
12.00 Noon to 1.00 p.m. Every 10 minutes  
1.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 10 minutes  
6.00 p.m. to 7.00 p.m. Every 15 minutes  
7.00 p.m. to 8.00 p.m. Every 10 minutes

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## EXTRA CARS.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

**JOHN D. HUMPHREYS & SON,**  
General Managers.

1901

## WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

## FULL REPORTS

AND ALL THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

The best paper for posting to friends at home.

\$17 per Annum (including Postage):

THE CHINA MAIL, LTD.

8, Queen's Road Central.

## PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the "CHINA MAIL" Office, Queen's Road Central.

Price ... 50 Cents.

## A BROKEN-DOWN SYSTEM.

This is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

## VITAL STRENGTH & ENERGY

As shown by these world-famous, and experience prove that as night succeeds the day this may be more or less secured by a course of the celebrated THERAPION.

## THERAPION No. 3

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

## THE EXPIRING LAMP OF LIFE

EXPIRED UP AFRASH.

And a new existence imparted in place of what is so lately seemed worn-out, "used up," and "valued." This wonderful restorative is purely vegetable and innocuous, it is agreeable to the taste, and it is the only medicine which is sold in this form.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

## THERAPION

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

It is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, a state of affairs which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles. It is a condition which is the result of many causes, and which may be the cause of many other troubles.

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, January 29th, 1908.

At 100 cents per Dollar Mexican.

## Butcher Meat.

Beef steaks and prime cut—Mei Lung Pa ... 20

Roast—Ham Ngau Yuk ... 20

Roast—Shiu ... 20

Breast—Ngaun Lam ... 15

Soup—Tong Yuk ... 15

Steak—Ngau Yuk Pa ... 20

Sausages—Ngau Channg ... 25

Bullock's Brains—Slow ... per set 10

Tongue fresh—Ngau Ta ... each 50

Head—Ngau Tau ... 80

Heart—Ngau Sum



